

COUNTRY East Germany  
SUBJECT Construction Projects of the DDR Railroads

DATE DISTR. 6 August 1952

NO. OF PAGES 3

PLACE  
ACQUIRED

25X1A

NO. OF ENCLS. 3 (3 pages) \*  
(LISTED BELOW)

DATE OF  
INFO.

25X1X

SUPPLEMENT TO  
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE  
OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793  
AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVEL-  
ATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON  
IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. Prior to 15 April 1952, source obtained the following information on rail-  
road construction projects from official railroad records:
  - a. It is intended to improve the standard gauge Treuenbrietzen-Belzig second-  
ary line so that heavy-load trains can operate on it.
  - b. Staking off for the reconstruction of the second track on the Grossbeeren-  
Jueterbog railroad line was begun.
  - c. Negotiations are under way to secure the appropriation for the double-  
tracking of the Grossbeeren-Wichendorf railroad line. (1)
2. Because of a shortage of money, the Seddin-Belzig line will be double tracked  
only as far as Brueck in 1952. The double-tracking of the line is to be  
completed in 1953. (1) Construction work to be completed in 1952 includes:
  - a. Reconstruction of the double-track sidings of the eastern and western sides  
of the Beelitz-Heilstaetten railroad station and extension of track No 5  
to a length of 650 meters so that a complete hospital train can be parked  
there. (2)
  - b. Reconstruction of the Reesdorf block station between Beelitz and Borkheide.
  - c. Reconstruction of the double-track sidings of the eastern and western sides  
of the Borkheide railroad station.
  - d. Reconstruction of the Neuendorf block station between Borkheide and Brueck.
  - e. Reconstruction of the double-track sidings of the eastern and western sides  
of the Brueck railroad station.

REFERENCE COPY

DO NOT CIRCULATE

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

STATE	#	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB														
ARMY	#	<input checked="" type="checkbox"/>	AIR	#	<input checked="" type="checkbox"/>	FBI													

3. The rails and ties acquired for the reconstruction of the second track on the 1000-millimeter-gauge line near Meide became worn and not used. Estimated as of mid-April. The estimated cost for this project increased from 5.5 to 7.5 million Eastmarks. (1)
4. The double-tracking of the Grossbeeren - Bismarck railroad line was still in its initial phase as of mid-April. Construction work planned on this line includes:
  - a. Construction of a connecting curve between the double-track Halle-Bismarck line and the Berlin Outer Freight Ring at Bismarck-Grund-Qued.
  - b. Conversion of track No. 4 at the Thymow railroad station into a crossing loop 570 meters long.
  - c. Construction of an additional crossing loop in Leharfenbrusck.
  - d. Reconstruction of track No. 6 at the Forst Linna railroad station with a connection to the railroad station siding on the track toward Gruena and Kloster Maria.
5. The connecting curve near Bismarck was opened to traffic. This makes it possible for trains arriving from the direction of Rathenow to proceed toward Hauen without setting back locomotives. Shunting tracks 76 through 83 and arrival tracks 12 and 13 were opened to traffic at the Bismarck marshaling yard. (3)
6. In mid-April, work on the construction of the Paretz-Niedernuendorf Canal reached the Niedernuendorf-Boetzow railroad line. The line section between Boetzow and Spandau was dismantled. By this measure, 2.5 km of type 6 rails will be obtained. The rails are so worn that they can only be used on tracks of secondary importance. (4)
7. In connection with the improvement of the carrying capacity of the Rathenow-Loewenberg railroad line, the facilities at the Neustadt railroad station will also be improved. (5) After the construction of crossing points at Grieben and Tulkow on the Neuruppin-Loewenberg line in 1951, a connecting curve to Neustadt is scheduled to be built in Loewenberg-Dorf near the Loewenberg railroad station. This curve will permit trains to proceed toward Neustadt without reversing locomotives. (1) It is planned to build a curve near Karow connecting the northern section of the Berlin Outer Freight Ring with the railroad line to Buch. This project will eliminate the setting back of locomotives arriving from the direction of Oranienburg and proceeding toward Bernau. Because of difficulties, work on this urgent project is not expected to be started before the end of July. (1)
8. The railroad bridge on Lake Lebeditz reconstructed with old material was opened to traffic on 15 January 1952. (6)
9. The emergency railroad bridge over the Heisse River near Forst was reconstructed by the Polish State Railroads. In mid-April, work was being done on the approach tracks. (7)
10. Source learned at the Directorate General, Railroads, Berlin, that the Halle-Leipzig, Halle-Probstzella and Halle-Bitterfeld lines were scheduled to be electrified. He was also told that the Soviets would return about 80 half-sections to the Berlin interurban railroad system. (8)

SECRET//NOFORN/US OFFICIALS ONLY

ILLEGIB  
25X1A

[REDACTED]

[REDACTED] 12. On 10 April 1950, source obtained the original construction drawing for the new Wuhlheide marshalling yard. The project is to be finished by overtime and night work. (U)

25X1A  
ILLEGIB

[REDACTED] (1) [REDACTED] connecting curve at Birkengrund-Bued is identical with [REDACTED] curve near Grossbeeren. For original construction drawing of Wuhlheide marshalling yard mentioned in paragraph 12, see Annex.

25X1A

(2) Beolitz is a Soviet hospital center in the Berlin area.

(3) [REDACTED] (4) Information on this canal project and its effects on rail traffic on the Niedernouendorf-Boatzow line was previously transmitted.

(5) The improvements on this line were completed in 1950.

(6) It is not clear, whether this item of information refers to a railroad bridge on the Berlin-Oranienburg line or the northern section of the Berlin Outer Freight Ring. Both is possible.

(7) This information is unconfirmed. A letter of the Director General, Railroads, Berlin, dated 12 February 1952, indicated that the permanent railroad bridge over the Neisse River near Forst was scheduled to be rebuilt by the Polish State Railroad in 1953/1954. [REDACTED]

(8) The scheduled electrification of some lines in the Halle regional railroad district has been previously reported. [REDACTED]

25X1A

25X1A

SECRET/CONTROL/US OFFICIALS ONLY